tral Board for full allocation by the end of July.

4. Acceptance of the terms and conditions, should be obetained from,- the institutions as early as possible and in case the year passes off without receipt of the same from the institution, the grant should be allowed to lapse.

5. The unspent balance, if any. remaining with the State Boalls should be refunded to the Central Board.

6. In case the accounts are not stttled, action should be taken to recover the money from the institu tions.

Guidelines for the Indian Airlines operational staff

*374 SHRI NARESH C. PUGLIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that air accidents rather take place due to the negligence of Airport authorities who do not provide information regarding weather conditions to the crew;

(b) whether Government have formulated any guidelines for the operational staff of Indian Airlines to be followed from the take-off stage of the aircraft till it reaches its destination; if so, the salient features thereof;

(c) whether he had received a com plaint regarding negligence of air port authorities from some Members of Parliament that the Delhi-Nagpur flight had a miraculous escape on the 13th September, 1988;

(d) whether any clearance was given to the crew; if so, the names of the airporte where such signal were given and whether any signal was given from Bhopal and Nagpur airports; and

(e) what are the details of incidents, the results of the enquiry conducted, if any and the action taken against those found negligent?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) No. Sir. Weather information available with the Air Traffic Units is invariably passed on to the crew members.

(b) The operation of a flight is cleared by Air Traffic Control in accordance with the data contained in the ATC flight plan. It contains the particulars of flight, the type of aircraft, the level of cruising of the flight, the speed of the aircraft, the route to be followed, the various timings at which the aircraft would report its position, the estimated time of arrival at destination, the designated alternate aerodrome, the endurance of the flight in the air, type of survival equipment as also the navigational aids available on board the aircraft, etc.

(c) Yes, Sir.

(d) No procedure for issue of signal for clearance is given. The Commander makes his decision based on the meteorological reports available. The flight from Bhopal to Nagpur was diverted to Delhi due to bad weather as also terminal weather at Nagpur which was below minimum.

(e) The incident is under investigation and the report will be finalised shortly. Appropriate action will be taken on the basis of the findings of the investigation.